



U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
<http://www.dot.gov/briefingroom>

BTS Data

BTS 22-17

Thursday, April 27, 2017

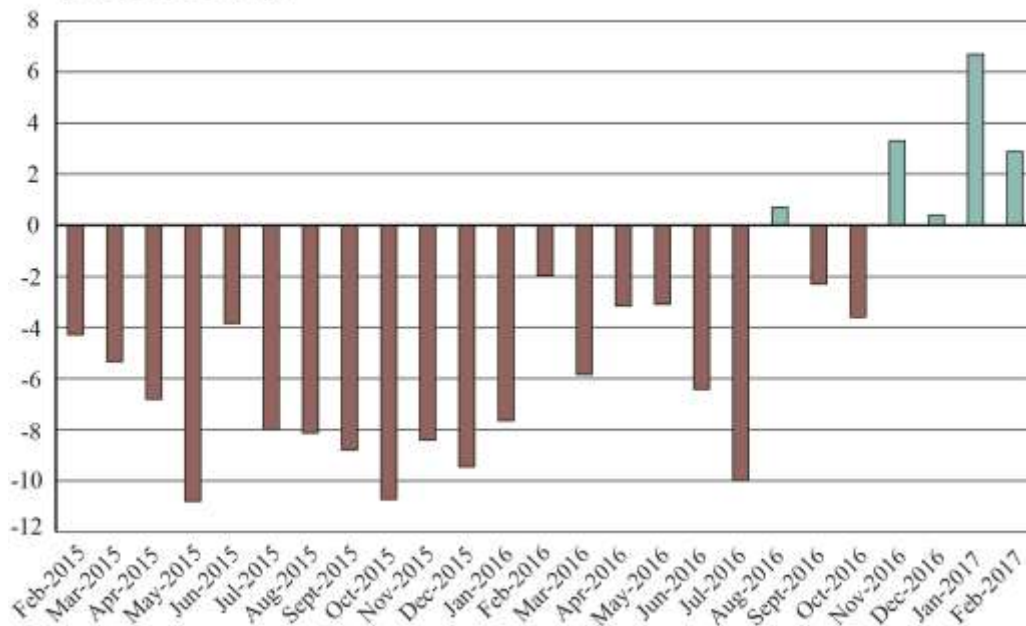
Contact: Dave Smallen

Tel: 202-366-5568

david.smallen@dot.gov

February 2017 North American Freight Numbers

**Figure 1. U.S.-NAFTA Freight Value Percent Change from Previous Year
(Last 24 months)**



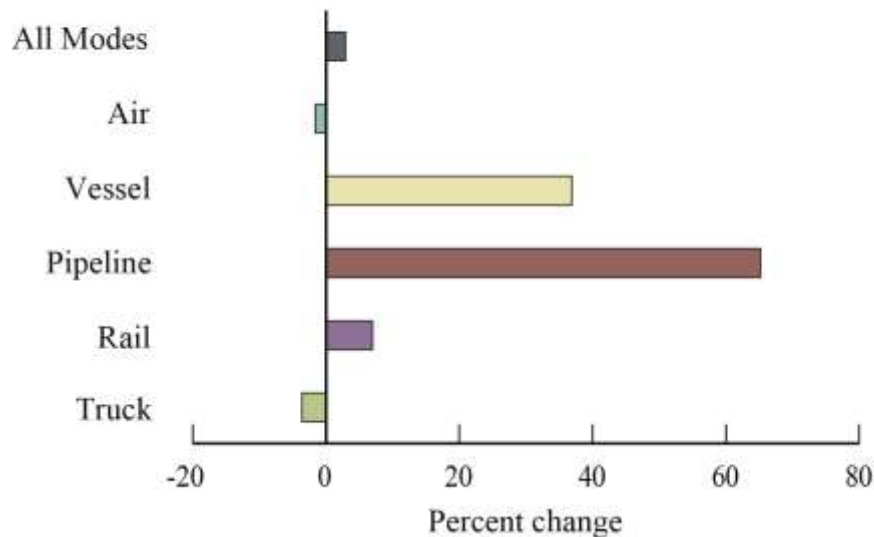
SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

U.S.-NAFTA freight totaled \$86.5 billion in current dollars as three major transportation modes – pipeline, vessel and rail – carried more freight by value with North American Free Trade Agreement (NAFTA) partners Canada and Mexico in February 2017 compared to February 2016, according to the TransBorder Freight Data released today by the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) (Figure 2, Table 1).

The 2.9 percent rise from February 2016 was the fourth consecutive month in which the year-over-year value of U.S.-NAFTA freight increased from the same month of the previous year (Figure 1).

Freight by Mode

Figure 2. Percent Change in Value of U.S.-NAFTA Freight Flows by Mode: February 2016-2017



SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

The value of commodities moving by pipeline increased 65.2 percent, vessel by 36.9 percent, and rail by 7.0 percent. Air decreased by 1.6 percent and truck decreased by 3.6 percent (Figure 2, Table 2). The large percentage increase in the value of goods moving by pipeline and vessel was largely due to a 76 percent increase in the year-over-year price of crude oil between February 2016 and February 2017.

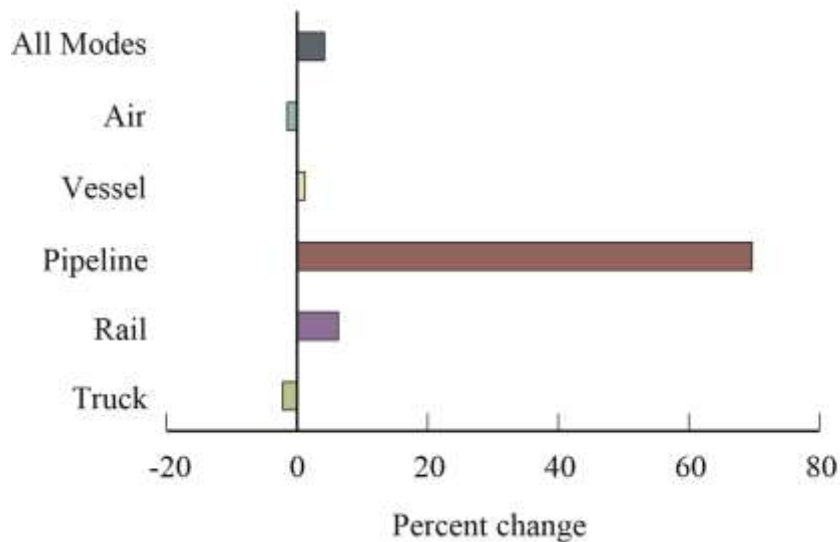
The top commodity transported by truck in U.S.-NAFTA trade, computer related machinery and parts, was down in value by 10.7 percent from February 2016 to February 2017.

Trucks carried 63.2 percent of U.S.-NAFTA freight and continued to be the most heavily utilized mode for moving goods to and from both U.S.-NAFTA partners. Trucks accounted for \$28.1 billion of the \$47.2 billion of imports (59.7 percent) and \$26.5 billion of the \$39.3 billion of exports (67.4 percent) (Table 2).

Rail remained the second largest mode by value, moving 16.2 percent of all U.S.-NAFTA freight, followed by pipeline, 6.5 percent; vessel, 5.7 percent; and air, 3.7 percent. The surface transportation modes of truck, rail and pipeline carried 85.9 percent of the total value of U.S.-NAFTA freight flows (Table 2).

U.S.-Canada Freight

Figure 3. Percent Change in Value of U.S.-Canada Freight Flows by Mode: February 2016-2017



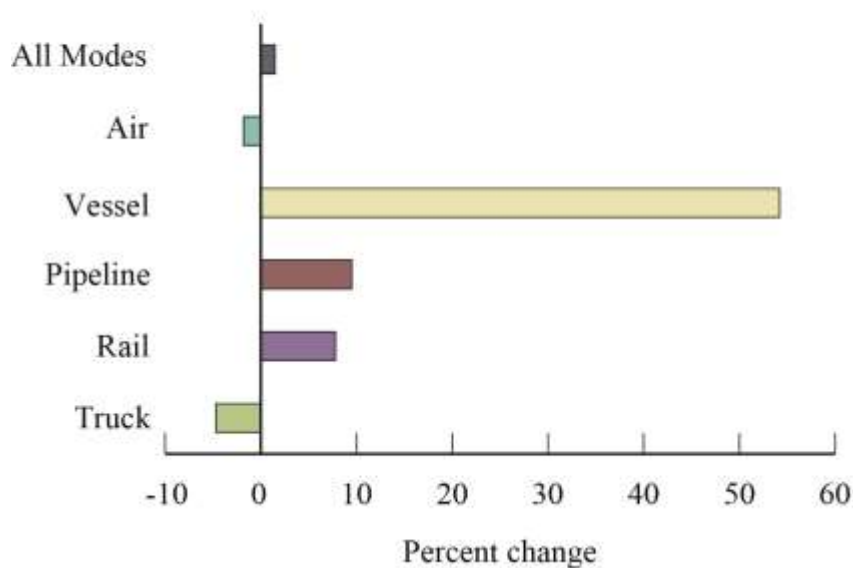
SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

From February 2016 to February 2017, the value of U.S.-Canada freight flows increased by 4.2 percent to \$44.4 billion as the value of freight on three major modes increased from a year earlier. The value of freight carried on pipeline increased by 69.7 percent, rail by 6.3 percent, and vessel by 1.2 percent. Air decreased by 1.5 percent, and truck by 2.2 percent. The increase in the value of commodities moved in pipeline reflects the increased value of mineral fuels year over year (Figure 3, Table 3).

Trucks carried 57.7 percent of the value of the freight to and from Canada. Rail carried 16.9 percent followed by pipeline, 12.0 percent; air, 4.5 percent; and vessel, 2.7 percent. The surface transportation modes of truck, rail and pipeline carried 86.6 percent of the value of total U.S.-Canada freight flows (Table 3).

U.S.-Mexico Freight

Figure 4. Percent Change in Value of U.S.-Mexico Freight Flows by Mode: February 2016-2017



SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

From February 2016 to February 2017, the value of U.S.-Mexico freight flows increased by 1.5 percent to \$42.1 billion as the value of freight on three major modes increased from a year earlier. The value of commodities moved by vessel increased by 54.2 percent, pipeline by 9.5 percent, and rail by 7.8 percent. Air decreased by 1.8 percent, and truck by 4.7 percent. The increase in the value of commodities moved by vessel reflects the increased value of mineral fuels year over year (Figure 4, Table 4).

Trucks carried 68.9 percent of the value of the freight to and from Mexico. Rail carried 15.5 percent of the value of freight to and from Mexico followed by vessel, 8.9 percent; air, 2.7 percent; and pipeline, 0.7 percent. The surface transportation modes of truck, rail and pipeline carried 85.1 percent of the value of total U.S.-Mexico freight flows (Table 4).

Commodities

In February 2017, the top commodity category transported between the U.S. and Canada by all modes was vehicles and parts, of which \$4.9 billion, or 56.4 percent, moved by truck and \$3.6 billion, or 41.3 percent, moved by rail (Figure 5). The top commodity category transported between the U.S. and Mexico by all modes in February 2017 was vehicles and parts, of which \$3.8 billion or 47.9 percent moved by rail (Figure 6).

Reporting Notes

BTS press releases and the BTS website define surface transportation modes as truck, rail and pipeline. See [North American TransBorder Freight Data](#) on the BTS website for additional data for surface modes since 1995 and all modes since 2004. The category of all modes of transportation cited in the following tables includes freight movements by truck, rail, vessel, pipeline, air, [other](#) and unknown modes of transport.

Data in this press release are not seasonally adjusted and are not adjusted for inflation. Additional summary data adjusted for inflation and exchange rates can be found on the BTS website under [TransBorder Indexed Freight Flow Data](#). The Bureau of Labor Statistics indexes used in the adjustments for inflation and exchange rates might be revised in each of the three months after original publication. For previous statistical releases and summary tables, see [TransBorder Releases](#). See [TransBorder Freight Data](#) for data from previous months, and for additional state, port, and commodity data. BTS has scheduled the release of February TransBorder numbers for May 25.

Table 1. Value of Monthly U.S.-NAFTA Freight Flows
(millions of current dollars)

| Month | 2015 | 2016 | 2017 | Percent Change 2015-2016 | Percent Change 2016-2017 |
|---------------------|------------------|------------------|----------------|-----------------------------|-----------------------------|
| January | 89,258 | 82,430 | 87,960 | -7.7 | 6.7 |
| February | 85,723 | 84,038 | 86,474 | -2.0 | 2.9 |
| March | 96,070 | 90,462 | | -5.8 | |
| April | 93,327 | 90,380 | | -3.2 | |
| May | 92,707 | 89,840 | | -3.1 | |
| June | 99,030 | 92,671 | | -6.4 | |
| July | 92,995 | 83,725 | | -10.0 | |
| August | 92,442 | 93,126 | | 0.7 | |
| September | 93,246 | 91,126 | | -2.3 | |
| October | 96,624 | 93,165 | | -3.6 | |
| November | 88,154 | 91,089 | | 3.3 | |
| December | 86,748 | 87,086 | | 0.4 | |
| Year-to-date | 174,982 | 166,467 | 174,435 | -4.9 | 4.8 |
| Annual | 1,106,325 | 1,069,138 | | -3.4 | |

SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTE: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding.

Table 2. Value of Monthly U.S.-NAFTA Freight Flows by Mode of Transportation
(millions of current dollars)

| Mode | | February 2016 | February 2017 | Percent Change February 2016-2017 |
|-------------------------|---------|--------------------------|--------------------------|--|
| All Modes | Imports | 45,010 | 47,175 | 4.8 |
| | Exports | 39,028 | 39,299 | 0.7 |
| | Total | 84,038 | 86,474 | 2.9 |
| | | | | |
| All Surface Modes | Imports | 40,459 | 41,873 | 3.5 |
| | Exports | 32,667 | 32,364 | -0.9 |
| | Total | 73,126 | 74,238 | 1.5 |
| | | | | |
| Truck | Imports | 29,301 | 28,140 | -4.0 |
| | Exports | 27,327 | 26,474 | -3.1 |
| | Total | 56,629 | 54,613 | -3.6 |
| | | | | |
| Rail | Imports | 8,547 | 9,435 | 10.4 |
| | Exports | 4,556 | 4,581 | 0.6 |
| | Total | 13,103 | 14,017 | 7.0 |
| | | | | |
| Pipeline | Imports | 2,611 | 4,298 | 64.6 |
| | Exports | 784 | 1,309 | 67.1 |
| | Total | 3,395 | 5,608 | 65.2 |
| | | | | |
| Vessel | Imports | 1,917 | 2,613 | 36.3 |
| | Exports | 1,675 | 2,307 | 37.7 |
| | Total | 3,593 | 4,920 | 36.9 |
| | | | | |
| Air | Imports | 1,423 | 1,341 | -5.7 |
| | Exports | 1,789 | 1,820 | 1.7 |
| | Total | 3,212 | 3,161 | -1.6 |

SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the “Data Fields” section of [TransBorder Freight Data](#)

Table 3. Value of Monthly U.S.-Canada Freight Flows by Mode of Transportation
(millions of current dollars)

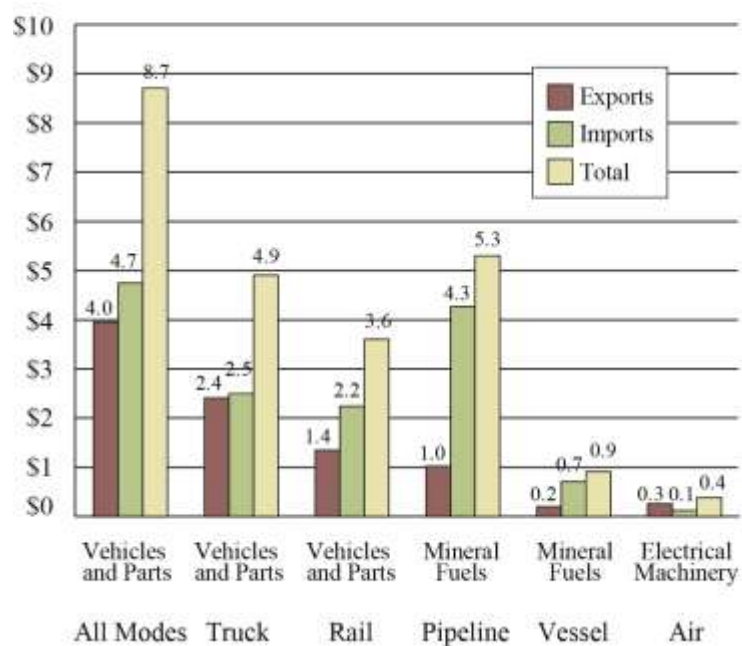
| Mode | | February 2016 | February 2017 | Percent Change February 2016-2017 |
|-------------------------|---------|--------------------------|--------------------------|--|
| All Modes | Imports | 21,818 | 23,265 | 6.6 |
| | Exports | 20,801 | 21,152 | 1.7 |
| | Total | 42,620 | 44,418 | 4.2 |
| | | | | |
| All Surface Modes | Imports | 19,471 | 20,922 | 7.4 |
| | Exports | 16,936 | 17,539 | 3.6 |
| | Total | 36,408 | 38,461 | 5.6 |
| | | | | |
| Truck | Imports | 12,071 | 11,602 | -3.9 |
| | Exports | 14,130 | 14,018 | -0.8 |
| | Total | 26,201 | 25,620 | -2.2 |
| | | | | |
| Rail | Imports | 4,808 | 5,035 | 4.7 |
| | Exports | 2,261 | 2,478 | 9.6 |
| | Total | 7,068 | 7,513 | 6.3 |
| | | | | |
| Pipeline | Imports | 2,593 | 4,285 | 65.3 |
| | Exports | 546 | 1,042 | 91.1 |
| | Total | 3,138 | 5,327 | 69.7 |
| | | | | |
| Vessel | Imports | 738 | 928 | 25.8 |
| | Exports | 433 | 258 | -40.5 |
| | Total | 1,171 | 1,185 | 1.2 |
| | | | | |
| Air | Imports | 893 | 852 | -4.6 |
| | Exports | 1,147 | 1,158 | 0.9 |
| | Total | 2,041 | 2,010 | -1.5 |

SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding.

The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the “Data Fields” section of [TransBorder Freight Data](#)

**Figure 5. Top Commodity Transported between the U.S. and Canada for Each Mode of Transportation, February 2017
(billions of current dollars)**



SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTES: Import and export numbers might not add to totals due to rounding.

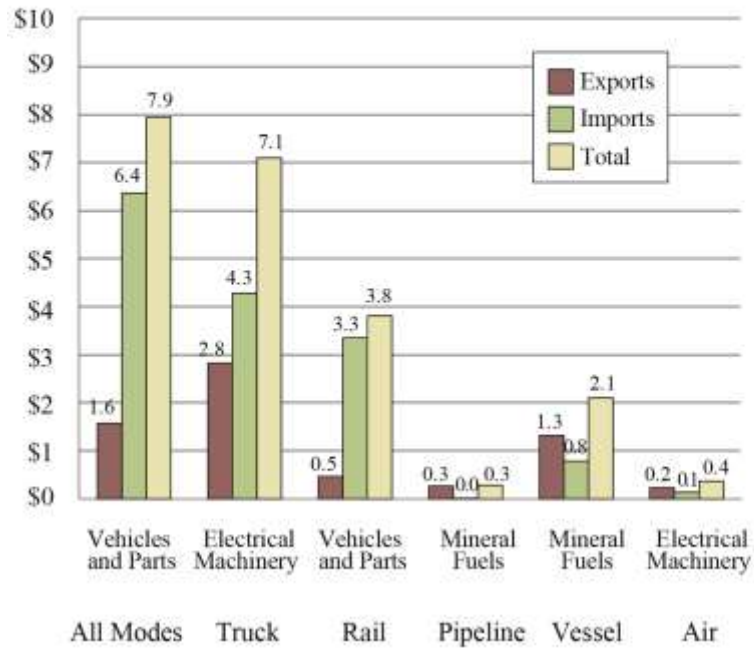
Table 4. Value of Monthly U.S.-Mexico Freight Flows by Mode of Transportation
(millions of current dollars)

| Mode | | February 2016 | February 2017 | Percent Change February 2016-2017 |
|-------------------|---------|---------------|---------------|-----------------------------------|
| All Modes | Imports | 23,192 | 23,910 | 3.1 |
| | Exports | 18,226 | 18,147 | -0.4 |
| | Total | 41,418 | 42,057 | 1.5 |
| | | | | |
| All Surface Modes | Imports | 20,988 | 20,951 | -0.2 |
| | Exports | 15,731 | 14,826 | -5.8 |
| | Total | 36,718 | 35,777 | -2.6 |
| | | | | |
| Truck | Imports | 17,230 | 16,537 | -4.0 |
| | Exports | 13,197 | 12,456 | -5.6 |
| | Total | 30,428 | 28,993 | -4.7 |
| | | | | |
| Rail | Imports | 3,739 | 4,400 | 17.7 |
| | Exports | 2,295 | 2,103 | -8.4 |
| | Total | 6,035 | 6,503 | 7.8 |
| | | | | |
| Pipeline | Imports | 18 | 14 | -24.4 |
| | Exports | 238 | 267 | 12.1 |
| | Total | 256 | 281 | 9.5 |
| | | | | |
| Vessel | Imports | 1,180 | 1,685 | 42.9 |
| | Exports | 1,242 | 2,049 | 65.0 |
| | Total | 2,422 | 3,735 | 54.2 |
| | | | | |
| Air | Imports | 529 | 489 | -7.7 |
| | Exports | 642 | 662 | 3.0 |
| | Total | 1,172 | 1,151 | -1.8 |

SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTES: Numbers might not add to totals due to rounding. Percent changes based on numbers prior to rounding. The value of trade for all modes is not equal to the sum of truck, rail, pipeline, vessel and air modes, it also includes shipments made by mail, foreign trade zones, and other transportation. For additional detail, please refer to the “Data Fields” section of [TransBorder Freight Data](#)

Figure 6. Top Commodity Transported between the U.S. and Mexico for Each Mode of Transportation, February 2017 (billions of current dollars)



SOURCE: Bureau of Transportation Statistics, [TransBorder Freight Data](#)

NOTES: Import and export numbers might not add to totals due to rounding.